DEPARTMENT OF THE NAVY
NAVAL AIR STATION, WHIDBEY ISLAND
OAK HARBOR, WASHINGTON 98278-5000

NASWHIDBEYINST 3770.1A CH-1
N38:Rc
17 Feb 1999

NASWHIDBEY INSTRUCTION 3770.1A CHANGE TRANSMITTAL 1

Subj: PACIFIC NORTHWEST OPERATIONS AREA (PACNORWEST OPAREA) MANUAL

Encl: (1) List of Effective Pages
(2) Revised Table of Contents pages iv – vii
(3) Revised Chapter 3
(4) Chapter 7, CV Operating Procedures
(5) CV CASE I OPAREA Illustration

1. Purpose. To issue change 1 to the basic directive.

2. Action

a. Add the List of Effective Pages, enclosure (1), after page 4 of the basic directive.

b. Remove Table of Contents pages iv through vi and insert revised pages iv through vii forwarded as enclosure (2).

c. Remove Chapter 3 and insert enclosure (3).

d. Insert Chapter 7, CV Operating Procedures, forwarded as enclosure (4), immediately after Chapter 6.

e. Insert Illustration 6, forwarded as enclosure (5).

f. Make the following pen and ink changes:

(1) Page 5-1, paragraph 5.1.4, subparagraph 1, change the 5th line to read: COMM (253) 351-3523.

(2) Page 5-2, paragraph 5.2.2, subparagraph 1, change the 6th line to read: 47º 41'29"N 124º 33' 05"W to.

(3) Page 5-5, paragraph 5.4.4.5, change the 4th line to read: 46º 37'50"N 126º 15' W to.

(4) On Illustration 1, change the altitude for OKANOGAN C to read: 300 AGL-90 MSL.

g. Upon completion of this change, entry shall be made on Record of Changes, page i.

/s/
L. G. SALTER

Distribution:
NASWHIDBEYINST 5215.2FF
Lists A1,2,4,7-12,16,
B3,7, C, D4-6,9,10,13
14,22,23,27,31, E3,

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COMNAVSURFGRU PACNORWEST (N3)
COMSUBTRAGRU PACNORWEST
COMCARGRU ONE
COMCARGRU THREE
COMCARGRU SEVEN
COMCRUDESGRU ONE
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COMCRUDESGRU FIVE
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NWAC Corona, CA (SE 43)
NW Air Defense Sector, McChord AFB (2c)

MARPAC, Esquimalt NB, Victoria, B.C. Canada
Squadron 407, Comox, B.C. Canada
62AW McChord AFB (DOV)
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USS FIFE
USCGC MELLON
USCGC CUTTYHUNK
USCGC ACTIVE
USCGC ALERT
USCGC STEADFAST
USCGC ORCAS
USCGC COWSLIP
CVW-2
CVW-9
CVW-11
CVW-14
FAIRECONRON ONE
FAIRECONRON THREE
FASUPACNORWEST BREMERTON
MARPACHQ ESQUIMALT
INSHOREBOATU TWELVE
MAWTS ONE, MCAS Yuma, AZ
142 FG Portland, OR
120 FIG Great Falls, MT
114 FS Kingsley Field, OR
391 FS Mountain Home AFB, ID
389 FS Mountain Home AFB, ID
92 BW Fairchild AFB, WA
OL GG 355WG, McChord AFB, WA
Det 1 142 FG McChord AFB, WA
62 AW McChord AFB, WA
190 FS Boise Air Terminal, ID
FAA Seattle ARTCC (MOS) (2c)

AFREP, FAA Northwest Mountain Region (ANM-900)
AFLOATRAGRUPAC PACNORWEST DET

LIST OF EFFECTIVE PAGES

TOTAL NUMBER OF PAGES IN THIS PUBLICATION IS 42, CONSISTING OF THE FOLLOWING:

Page No.	**Change**
1-4	0
5	1
i - iii	0
iv - vii	1
1-1 - 1-6	0
2-1 - 2-3	0
3-1 - 3-4	1
4-1 - 4-2	0
5-1 - 5-7	0
6-1 - 6-2	0
7-1 - 7-5	1
ILLUSTRATION 1	0
ILLUSTRATION 2	0
ILLUSTRATION 3	0
ILLUSTRATION 4	0
ILLUSTRATION 5	0
ILLUSTRATION 6	1

LIST OF ILLUSTRATIONS

CHAPTER 3

MILITARY OPERATIONS AREAS (MOAS)

3.1 GENERAL

3.1.1 Description. The Okanogan, Roosevelt, Boardman, and Olympic MOAs are designated for the purpose of conducting special military training operations, such as combat tactics, aerobatics, intercepts, instrument training, aerial refueling, and formation flight training. Nonparticipating IFR traffic will be provided separation from operations within the MOAs by Seattle ARTCC. Nonparticipating VFR traffic is urged to remain clear of the area. Should it become necessary to transit Okanogan or Roosevelt when training activities are being conducted, exercise extreme caution.

3.1.2 Operating hours. All MOAs are published "continuous by NOTAM" and are available 24 hours each day. A minimum of two and 1/2 hours prior notice is required to allow sufficient time to disseminate the NOTAMs.

3.1.3 Scheduling. Missions or exercises involving multiple units/commands that extend two or more days shall be coordinated at least 30 days in advance to comply with Seattle ARTCC requirements. Refer to chapter 2 for additional scheduling procedures. Air Traffic Control Assigned Airspace (ATCAA) is available above FL180 and may be requested with at least 30 minutes prior notice.

3.1.4 Communications. Communications in MOAs shall be maintained with the designated controlling agency (Table 1).

MOA COMMUNICATIONS

AREA	AGENCY	CALL SIGN	FREQ
Okanogan	Seattle ARTCC	Seattle Center	291.6 MHZ
Roosevelt	Seattle ARTCC	Seattle Center	291.6 MHZ
Olympic	Seattle ARTCC	Seattle Center	319.2 MHZ

Table 1

3.2 OKANOGAN MOA Illustration (1)

3.2.1 Okanogan A Boundaries. Beginning at:

49° 00' 00"N 119° 45' 04"W to
49° 00' 00"N 119° 20' 04"W to
49° 00' 00"N 119° 00' 04"W to
48° 03' 30"N 119° 00' 04"W to
48° 05' 00"N 119° 20' 04"W to
48° 06' 30"N 119° 45' 04"W to
48° 08' 29"N 120° 27' 34"W to
48° 54' 40"N 120° 03' 04"W to
48° 54' 40"N 119° 45' 04"W to
the point of beginning.

1. Altitudes: 9,000 feet MSL to but not including FL180.

2. ATCAA: FL180 to FL500.

3.2.2 Okanogan B Boundaries. Beginning at:

48° 08' 29"N 119° 27' 34"W to
48° 54' 40"N 120° 03' 04"W to
48° 54' 40"N 120° 45' 04"W to
48° 06' 30"N 119° 45' 04"W to
the point of beginning.

1. Altitudes: 300 feet AGL to but not including 9,000 MSL. Excluding that airspace 1,500 AGL and below within a 3nm radius of the following airports: Twisp Municipal Airport, WA and the Methow Valley State Airport, Winthrop, WA. (Underlies Western portion of Okanogan A).

3.2.3 Okanogan C Boundaries. Beginning at:

48° 05' 00"N 119° 20' 04"W to
49° 00' 00"N 119° 20' 04"W to
49° 00' 00"N 119° 00' 04"W to
48° 03' 30"N 119° 00' 04"W to
the point of beginning.

1. Altitudes: 300 feet AGL to but not including 9,000 feet MSL. (Underlies eastern portion of Okanogan A.)

CAUTION

VFR civil traffic is authorized in this MOA. Military aircrew must be alert for civil/uncontrolled traffic.

3.3 ROOSEVELT MOA. Illustration (1)

3.3.1 Roosevelt A Boundaries. Beginning at:

49° 00' 00"N 119° 00' 04"W to
49° 00' 00"N 117° 23' 04"W to
49° 00' 00"N 116° 48' 04"W to
48° 22' 00"N 117° 28' 04"W to
48° 22' 00"N 118° 06' 04"W to
48° 19' 30"N 118° 14' 34"W to
48° 03' 30"N 119° 00' 04"W to
the beginning.

1. Altitudes: 9,000 feet MSL to but not including FL180.

2. ATCAA: FL180 to FL500.

3.3.2 Roosevelt B Boundaries. Beginning at:

49° 00' 00"N 119° 00' 04"W to
49° 00' 00"N 117° 23' 04"W then
via a line parallel to and 2NM West of the West bank of the Pend Oreille River, WA to
48° 38' 00"N 117° 25' 04"W to
48° 38' 00"N 118° 10' 34"W then
via a line parallel to and 2NM West of the West bank of the Columbia River, WA to
48° 19' 30"N 118° 14' 34"W to
48° 03' 30"N 119° 00' 04"W to the point of beginning.

1. Altitudes: 300 feet AGL to but not including 9,000 feet MSL. Excluding the airspace 1,500 and below within a 3NM radius of the Ferry County Airport, Republic, WA. (Underlies a portion of Roosevelt A.)

CAUTION

VFR civil traffic is authorized in this MOA. Military aircrew must be alert for civil/uncontrolled traffic.

3.4 OLYMPIC MOA Illustration (2)

3.4.1 Olympic A Boundaries. Beginning at:

47° 41' 29"N 124° 33' 05"W to
47° 41' 29"N 123° 43' 35"W to
47° 37' 59"N 123° 40' 05"W to
47° 14' 59"N 123° 40' 05"W to
47° 05' 59"N 124° 14' 53"W thence
northbound 3 miles parallel to the shoreline, to the point of beginning.

1. Altitudes: 6,000 feet MSL up to but not including FL180, excluding that airspace below 1,200 feet AGL.

2. ATCAA: FL180 up to and including FL350.

3.4.2 Olympic B Boundaries. Beginning at:

48° 08' 59"N 124° 48' 05"W to
48° 08' 59"N 124° 30' 35"W to
47° 59' 59"N 124° 07' 05"W to
47° 41' 29"N 123° 43' 35"W to
47° 41' 29"N 124° 33' 05"W thence north-bound 3 miles parallel to the point of the beginning.

1. Altitudes: 6,000 feet MSL to but not including FL180, excluding that airspace below 1,200 feet AGL.

2. ATCAA: FL180 up to and including FL350.

CAUTION

VFR civil traffic is authorized in this MOA. Military aircrew must be alert for civil/uncontrolled traffic.

3.5 BOARDMAN MOA

3.5.1 Boardman MOA Boundaries. Illustration (3). Beginning at:

45° 52' 59"N 119° 31' 04"W to
45° 46' 49"N 119° 31' 04"W to
45° 47' 44"N 119° 23' 29"W to
45° 46' 59"N 119° 22' 29"W to
45° 45' 09"N 119° 23' 34"W to
45° 43' 29"N 119° 23' 54"W to
45° 42' 14"N 119° 25' 04"W to
45° 39' 59"N 119° 27' 14"W to
45° 36' 09"N 119° 45' 44"W to
45° 38' 59"N 120° 09' 04"W to
45° 45' 29"N 120° 09' 04"W to proceed along the Columbia River to
45° 50' 49"N 119° 48' 44"W to
45° 50' 49"N 119° 45' 04"W to
45° 50' 19"N 119° 45' 04"W to
45° 50' 19"N 119° 42' 34"W to

45° 50' 59"N 119° 42' 34"W thence along the south shore of the Columbia river to
45° 51' 49"N 119° 48' 44"W to the point of beginning, excluding that airspace within a 5NM radius of a point located at 45° 43' 35"N 119° 41' 07"W.

1. Altitudes: 4,000 feet MSL to but not including FL180.

2. ATCAA: FL180 to and including FL200.

3.5.2 Boardman Restricted Areas (R5701/5706). Illustration (3)

1. The Boardman Restricted Areas are located within the boundaries of the Boardman MOA. Standard scheduling procedures apply for "no-drop" fly through of area. Scheduling and specific procedures for ordnance use shall be obtained from Airspace Schedules Division.

Note

Services provided by Boardman Naval Weapons Training Facility are limited. Support services (moving targets, scoring) are no longer provided.

2. Altitudes:

(a) R-5701: SFC-20,000 feet MSL
SFC-6,000 feet MSL

(b) R-5706: 3,500 to 10,000 MSL

3.5.3 BOARDMAN TOWER

1. "Boardman Tower" will not be manned during normally scheduled range use. Check-in with "Boardman Tower" is not required or desired. Range personnel will monitor the primary range control frequency, 360.2 MHZ "Boardman Tower", for emergency and fire reporting, and aircraft on the range should transmit in the blind range emergency conditions to "Boardman Tower". If range personnel desire additional information regarding the range emergency condition they will contact the reporting aircraft on 360.2 MHz within 5 minutes of the reported range emergency, therefore aircraft are required to monitor the range control frequency during this 5 minute period. (Note: There are no qualified aircraft controllers assigned to NWSTF Boardman, and pilots should expect plain language call-ups and/or the use of non-standard terminology during any range radio communication event.)

3.6 FILING PROCEDURES

1. For Okanogan MOA/ATCAA file via FAIROPS (Whidbey-based units) or to EPH 320/055 and indicate MOA delay time.

2. For Roosevelt MOA/ATCAA file via FAIROPS (Whidbey-based units) or to EPH 005/060 and indicate MOA delay.

3. For Olympic A MOA/ATCAA file via FAIROPS (Whidbey-based units) or to HQM 327/033 and indicate MOA delay.

4. For Olympic B MOA/ATCAA file via FAIROPS (Whidbey-based units) or to HQM 335/066 and indicate MOA delay.

5. For aerial refueling operations, receiver aircraft flight plans shall include, in the remarks section, the call sign(s) of tanker aircraft and a statement that MARSA will be applied.

3.7 REAL-TIME COORDINATION

1. Seattle ARTCC releases SUA on a real-time basis and requires a 30-minute notice prior to entering any MOA so the area can be cleared of IFR traffic.

2. It is the responsibility of the mission commander to ensure this requirement is met as follows:

a. When departing NAS Whidbey Island with a clearance Delivery limit of a MOA, advise Clearance Delivery 30 minuets prior to ETA at that MOA (includes taxi, takeoff and enroute time).

b. If the MOA delay will be encountered later in the flight (i.e., second or third leg), the mission commander shall advise Seattle ARTCC directly at least 30 minutes prior to MOA ETA.

3.8 MOA OPERATING PROCEDURES

1. Military Assumes responsibility for Separation of Aircraft (MARSA) is a condition which applies to those aircraft operating within the MOAs/ATCAAs. If more than one unit is scheduled to operate within a MOA/ATCAA, each unit will be briefed on the vertical and/or lateral assignments of the other units by the NAS Whidbey Island Airspace Schedules Division.

2. All operations with the MOAs are subject to a Letter of Agreement between NAS Whidbey Island and FAA Seattle ARTCC. Controlling agency is Seattle ARTCC; Using/scheduling agency is NAS Whidbey Island. No military operations are permitted within these MOAs without prior approval.

3. Aircrew shall not expect to enter MOAs/ATCAAs before their scheduled entry time. Seattle ARTCC will not issue entry clearance for early arrivals if the MOA/ATCAA is in use.

4. All aircraft shall have operable communications, navigation and identification (CNI) equipment on all flights. Malfunctions on CNI equipment is cause to cancel/abort missions.

5. Upon check-in with Seattle Center, provide call sign of aircraft to operate in MOA/ATCAA (include each aircraft within a formation), area(s) scheduled and altitudes required.

6. Aircraft shall monitor Seattle ARTCC frequency while operating within the MOA/ATCAA unless otherwise approved. If change to tactical frequency is authorized, monitor Guard 243.0 MHz..

7. Pilots cleared to operate within the MOAs/ATCAAs are responsible for remaining within the vertical and lateral confines of the MOA/ATCAA as specified in the ATC clearance.

Note

Seattle ARTCC is equipped with error detection software to ascertain when spillouts occur. Seattle ARTCC may file Pilot Deviation reports when spillouts are detected.

8. Clearance to operate in the MOA/ATCAA shall be considered similar to holding instructions and not a cancellation to IFR. Further clearance is required prior to departing the MOA/ATCAA.

9. Aircraft that must continuously transit FL180 shall use the local altimeter setting as authorized in FAR Exemption 2861A.

10. Aircraft shall squawk the Mode III discrete code assigned by Seattle ARTCC.

11. Supersonic flights are not normally conducted in NAS Whidbey MOAs/ATCAAs. When required, supersonic operations shall be conducted according to OPNAVINST 3710.7 and applicable AF Regulations.

12. Unless safety of flight dictates, no aircraft shall depart assigned MOAs/ATCAAs until ATC clearance is received from Seattle ARTCC. Under normal circumstances, aircraft should provide Seattle ARTCC at least 5 minutes advance notice of intent to depart, this provides needed time for flight data processing and coordination when required.

13. Lost communications shall be as outlined in DOD FLIP.

3.9 FLARE DROPS

1. The dispensing of self-protection flares is authorized in all MOAs with the following limitations:

a. Planned use shall be coordinated with Airspace Schedules Division.

b. Minimum altitudes for dispensing is 500' AGL for fixed wing and 700' AGL for helicopters.

2. Use of illumination flares is not authorized.

CHAPTER 7

CV OPERATING PROCEDURES

7.1 GENERAL. To standardize procedures for PACNORWEST CV air and surface operations, the following procedures shall be utilized by PACFLT CV(N)'s and airwings when conducting flight operations within the W-237 complex, CYA102, CYR109 and Strait of Juan De Fuca. The following procedures have been coordinated with the FAA and are designed to reduce the disruption of CV training while providing a safe flying environment for both military and civil air traffic. CV operations which involve flights to shore stations are to be conducted in accordance with appropriate air traffic control directives and procedures outlined herein to preclude air traffic control problems with the FAA, military Air Traffic Control (ATC) Facilities and the Western Air Defense Command (WADS). Adherence to these procedures will alleviate many potential problem areas, enhance training and provide the following:

(a) Standardization of flight information messages for relay of flight plan information, ADIZ penetration coordination, Altitude Reservation Airspace (ALTRV) usage, and Air Traffic Control assigned Airspace (ATCAA)/Warning Area/Restricted Area scheduling and usage.

(b) Communications with shore facilities, surface/air platforms, WADS and FAA Seattle ARTCC.

(c) Adequate lead-times for altitude/airspace reservations.

(d) Timely clearance for aircraft entering Positive Control Areas (PCAs), Class B and C airspace, Warning Areas, ATCAA or ALTRV.

(e) Enhancement of communications with ATC while operating beyond radar/radio line-of-sight and in uncontrolled airspace.

7.2 COORDINATION

7.2.1 Planning Conference. Prior to any underway period, a face to face coordination meeting shall be held (at least 3 working days in advance) to discuss forthcoming operations.

Appropriate CV Air Operations, Strike Ops or Airwing personnel will meet with NAS Whidbey Island Operations personnel to discuss following items of interest:

a. Planned PACNORWEST exercises and flight operations.

b. Coordinate OPAREA/airspace planning briefs.

c. Confirm OPAREA reservations, obtain ALTRV/MOAs/ATCAAs as required.

d. Use of Canadian airspace.

e. IFF assignments.

f. Operations penetrating the National Airspace System/Flight Planning.

g. Strait of Juan De Fuca.

h. Communications/coordination.

i. Unusual hours of operation.

j. Other items of interest.

7.2.2 ATC briefs/liaison Shipriders. Upon request, NAS Whidbey Island will furnish orientation teams capable of briefing AIROPS/CATCC/AIRWING personnel on OPAREA procedures and interfacing with the National Airspace System. In addition, ATC personnel are available to serve as onboard liaison during at-sea periods. Requests for orientation briefs/shipriders can be arranged by contacting ATC (Code N33) at DSN 820-2132, COMM (360) 257-2132, or e-mail: schedules@naswi.navy.mil.

7.3 PRE-SAIL COORDINATION MESSAGES

7.3.1 Summary of Operations. No less than 48 hours prior to commencement of AIROPS, the carrier shall send a summary of intended air operations by message to NAS Whidbey Island, concerned FAA facilities, NORAD, Canadian military/ATC and other appropriate facilities. Anticipated AIROPS for the entire period shall be listed. This message does not rescind or supersede airspace request procedures found in other sections of this manual, or replace divert alert/Notice of Intent/IFF messages as required by higher authority. The following example is provided:

```
FM: (CV)
TO: NAS WHIDBEY ISLAND WA/N3/N33/
    N38//
    FAA SEATTLE ARTCC AUBURN
    SEATTLE WA/MOS//
    WESTERN AIR DEF SX MCCHORD AFB
    WA/IS/SOCC/DOOS//
    MOC ESQUIMALT//N36-1//
    WOC COMOX//
INFO: (Other addees as required)
(UNCLAS/CONFIDENTIAL)//N03120//
SUBJ: SUMMARY OF INTENDED AIR OPERATION
MSGID: GENADMIN/(ORIGINATOR)//
```

RMKS: 1. Read in four (4) columns:

DATE	TIME	EVENT	OPAREA
21 FEB	1830-2100Z	CYCLIC OPS	W-237 A,B
22 FEB	2000-2200Z	CQ	SOJDF
24 FEB	1900-2100Z	HELO OPS	CYA-102

7.3.2 Divert Alerts. Divert Alert requests shall be submitted per higher authority instructions. NAS Whidbey Island is a 24 hour airfield, however, additional personnel are required to support CV divert/bingo operations. Accuracy of divert alert periods is essential to ensure support of CVN contingencies.

7.3.3 OPAREA Requests. Users shall submit OPAREA requirements to NAS Whidbey Island Schedules Division per chapter 2 of this manual. Due to rapidly changing sea conditions, short fuse requests or changes will be accepted by phone/e-mail or airborne relay.

7.3.4 ALTRV Requests. CV(N)'s shall submit ALTRV requirements for domestic airspace to FAA CARF Washington DC, info FAA SEATTLE ARTCC AUBURN WA/MOS// and WESTERN AIR DEF SX MCCHORD AFB WA//IS/SOCC/DOOS//. Requests shall be made in accordance with Special Military Operations FAA Handbook 7610.4, part 3 (OPNAVINST 3722.33) no less than 6 days prior to COMEX of flight OPS to ensure approval and NOTAM promulgation to users of Special Use Airspace.

7.3.5 IFF Requests. A request for IFF code assignment shall be received NLT 3 days prior to at-sea period. In lieu of message, IFF codes may be assigned at the pre-sail conference.

7.4 FLIGHT PLANNING

7.4.1 OPAREA Modifications. To ensure airspace availability, users shall submit OPAREA modification requests no later than 1500L the day prior. Submit ALTRV/ATCAA modification requests as soon as practicable to ensure ARTCC ability to coordinate requested modification. Verification of receipt of critical messages (i.e. short notice OPAREA modifications, change of flight operations, incident/mishaps, etc.) by phone communications, when practical, is recommended.

7.4.2 Daily Air Plan. To permit NAS Whidbey Island and other appropriate agencies to prepare for upcoming flight operations, the CV shall include NAS Whidbey and other appropriate agencies as an addee on the daily Air Plan.

7.4.3 Flight Information Messages. In order to recognize and identify naval aircraft operating in the Pacific Coast ADIZ, CADIZ, flight information (flight advisories, launch advisories, flight plans) shall be passed to NORAD (WESTERN AIR DEF SX MCCHORD AFB WA) include NAS Whidbey Island, FAA Seattle ARTCC and cognizant area commanders as info addees.

7.4.4 Flight Plans

a. Navy and FAA facilities must be kept informed of all aircraft which will enter the National Airspace System. To ensure timely filing, flight plans should be sent to NAS Whidbey Island listing all action addees above. Every effort should be made to use Stereo Routes contained in Appendix 1.

b. A minimum lead time of 2 hours is required if filing Stereo Routes, and 4 hours for non-stereo routes. With ample notification via phone relay or relay from airborne platform, unscheduled flights will be handled on a case by case basis.

c. Once filed, flight plans are valid for 30 minutes prior to and two hours after proposed launch time.

d. Aircraft may enter the National Airspace System as singles, sections, or waves, but individual call signs/squawks (although in standby) are required for each aircraft in the event of emergencies, IMC, or separation of the flight. Filed call signs will be retained throughout the flight. Use of other than filed call signs for the mission can cause confusion with ATC agencies and possibly result in a delay in obtaining clearance or assistance, use of tactical call signs is permitted.

e. NAS Whidbey Island Base Operations will file all CV flight plans via the Service B network.

7.4.5 Overhead Messages. To ensure aircrew receive CV overhead times, include NAS WHIDBEY ISLAND WA/N3/N33/N38// as an addee on all overhead messages. A copy will be retained at the Operations Duty Officer desk for reference.

7.5 AT-SEA COORDINATION. Pre-sail coordination is the best method to articulate user requirements. However, it is understood that various events can and will effect planned evolutions. At-sea, to ensure receipt of special requests, airspace coordination, or flight plans, message traffic with proper lead times is the preferred method of communication. When time precludes use of message traffic, phonecon or airborne relay is an acceptable substitute. Use of e-mail messages is encouraged, however, e-mail notification can not be considered complete unless a response e-mail is received from NAS Whidbey confirming the action or responding to a request. Some examples of at-sea coordination:

a. Notification of secured flight operations (cold deck notification). (Required)

b. Short fused flight plans.

c. Warning Area airspace changes.

d. Coordination to move to Strait of Juan De Fuca due to W-237 weather/sea states.

e. Extensions of divert alert periods.

7.6 COMMUNICATIONS

7.6.1 Landline Communications

1. When required for immediate coordination, NAS Whidbey phone numbers listed in table 3 shall be used:

NAS WHIDBEY POC'S

Agency	Number	Operating Hours
ATC FACILITY	(360) 357-2287	24 Hours
Airspace Schedules	(360) 257-2877 (360) 257-1283	0700-1500
OPS Duty Officer	(360) 257-2681	24 Hours
Flight Planning	(360) 257-1601	24 hours
NAS OPS	(360) 257-2120	0730-1600

Table 3

(Phone numbers are COMM. DSN prefix is 820)

2. Should a need arise to contact FAA Seattle ARTCC, the phone numbers in Table 4 should be used.

FAA SEATTLE ARTCC POC's

Agency	Number	Operating Hours
Military Ops	(253) 351-3523	0700-2300
TRFC Mgmt	(253) 351-3520	24 hours
Area Sup	(253) 351-3505	24 hours

Table 4

7.6.2 Ship-to-Shore Communications. Ship-to-shore radio communications are extremely limited and may only be effective when the CV is in local waters/Strait of Juan De Fuca and within 15/20 miles of NAS Whidbey Island. There are no ship-to-shore communications in the W-237 complex. Radio frequencies are contained in Table 5.

NAS WHIDBEY RADIO FREQUENCIES

AGENCY	FREQ (UHF/VHF)
Approach CTL (CV Sector)	266.8 or L/L
Approach Control	286.0/118.2
Control Tower	340.2/127.9
Base OPS/ODO	350.0

Table 5

7.6.3 Air-to-Ground Communications. Aircraft operating within 100 miles of NAS Whidbey Island should experience good air-ground communications with NAS Whidbey ATC on the frequencies listed in Table 5. Aircraft operating in the W-237 complex should be able to maintain adequate communications with FAA Seattle ARTCC (319.2/125.1), except at lower altitudes. Flight leader of communications relay aircraft shall contact "SEATTLE CENTER" at

least 5 minutes prior to obtain clearances and to alleviate any enroute delays. This will also permit flight participants to continue with their mission while the clearance is being obtained. All aircraft operating within the W-237 complex are required to contact Seattle Center for entry/exit approval. This may be accomplished by individual aircraft commanders or through the designated communications aircraft.

7.7 BINGO/DIVERTS TO SHORE FACILITIES

7.7.1 Bingo. A bingo aircraft inbound to a shore facility in an emergency status, will be assimilated into the National Airspace System as expeditiously as possible. The decision to use the term bingo may be made by the aircrew, however, FAA publications do not define the term bingo as an emergency term, nor is it indicative to ATC personnel that an aircraft is experiencing difficulties. To ensure priority handling, aircrew shall declare an emergency, stating the nature of the emergency, i.e. "EMERGENCY LOW FUEL", "PORT ENGINE OUT", etc. Once an emergency has been declared, if not already selected, IFF transponder will be set to the appropriate emergency code. Remain on that code until directed by ATC.

WARNING

Aircraft unable to contact ATC shall not enter Positive Controlled Airspace unless squawking the appropriate emergency code.

7.7.2 Diverts.

1. An aircraft inbound to a shore facility without an emergency is simply a divert. No special handling should be expected by the divert aircraft. If fuel state becomes a concern, aircrew shall state "Minimum Fuel" to the ATC facility when the aircraft reaches minimum fuel state as defined by NATOPS.

2. When diverts involve multiple aircraft, advance announcement of the divert to the controlling agency by the lead aircraft (or airborne relay) will greatly assist ATC and reduce aircraft delays. As a minimum, the number of aircraft inbound and destination should be provided.

7.8 CONDUCT OF FLIGHT

7.8.1 W-237 Complex Operations. All flights operating within the W-237 complex are required to remain in "due regard" status in accordance with OPNAVINST 3770.4 (series) until radar contact is established by FAA Center.

7.8.2 Strait of Juan de Fuca/Puget Sound Operations. The Strait of Juan de Fuca and the Puget Sound are not special use airspace, and as such, Federal Air Regulations and standard air traffic control procedures are applicable. All aircraft operating within the Puget Sound/Strait of Juan de Fuca shall follow standard Visual Flight Rules. "Due Regard" is unauthorized. Specific procedures for operating within this airspace are contained in Paragraph 7.9.

7.9 STRAIT OF JUAN DE FUCA (SOJDF) CARRIER OPERATIONS

7.9.1 General. Special Use Airspace (Warning Areas) were designed to contain special military operations, specifically hazardous Naval air and surface activity. This type airspace is charted so the civil flying public can identify where the hazardous military activity will take place. Since the SOJDF is not special use airspace, the added level of safety that a Warning Area affords is not available to civil users operating within the SOJDF. There for, to ensure a safe evolution, and to avoid incident, special local procedures have been developed to permit CV(N)'s to conduct limited flight operations in SOJDF while providing a higher level of safety to all users.

7.9.2 CV use of SOJDF. CV(N)'s are strongly encouraged to use W-237 complex for flight operations. When missions or W-237 weather/sea conditions restrict use of the Warning Areas, the SOJDF may be used for limited flight operations. Scheduling and use of SOJDF is controlled and must be pre-coordinated at a pre-sail conference. The following restrictions apply:

a. Day time, Case 1 only.

b. Limit 6 aircraft in CV pattern.

c. All aircraft must monitor Whidbey Approach Control Frequency in addition to CV L/L.

d. All aircraft must be on discrete beacon codes.

e. A minimum of 2.5 hour lead time is required for NOTAM broadcast.

f. When able, a radio or phone communication link shall be maintained between CV CATCC and Whidbey Approach.

g. CV is responsible for scheduling Canadian OPAREAS.

h. Participating aircrew shall attend brief on SOJDF operations.

7.9.3 SOJDF Airspace for CV use.

1. A portion of airspace within the SOJDF has been locally designated for CV flight operations (Illustration 6). This airspace is of sufficient size for both aircraft operations and surface navigation purposes and should be used by CV(N)'s to the maximum extent practical due to added safety benefits, specifically, ship-to- shore/air-to-ground communications and ATC RADAR coverage. In this designated area, all CV(N) aircraft will be provided RADAR traffic advisories by NAS Whidbey Approach Control on a discrete frequency or on the CV(N) land launch button.

Note

Aircraft operating with the CV(N) in the CV(N) OPAREA are automatically cleared into NAS Whidbey Class C airspace when radio communications are maintained.

2. Aircraft operations in the Strait of Juan De Fuca involve many different types of aircraft from seaplanes to air carriers. A high mid-air collision potential exists. Additionally, many of the air carrier aircraft that transit the SOJDF each day are equipped with TCAS equipment. A TCAS incident can be avoided when both military and civil aircraft are receiving traffic advisories from a controlling agency. Use of the designated OPAREA and compliance with local operating procedures are key to deconflicting civil and military traffic that operate within the SOJDF.

CAUTION

High intensity civil/non participating military VFR/IFR traffic will be encountered in the Puget Sound and Strait of Juan De Fuca. Military aircrew must be alert for both controlled and uncontrolled aircraft.

STRAIT OF JUAN DE FUCA CV OPAREA

48° 17'.3N/122° 43'.7W
48° 10'.0N/122° 51'.7W
48° 12'.6N/123° 14'.5W
48° 12'.0N/123° 20'.0W
48° 20'.0N/123° 22'.0W
48° 25'.5N/123° 07'.0W
48° 22'.4N/122° 46'.6W

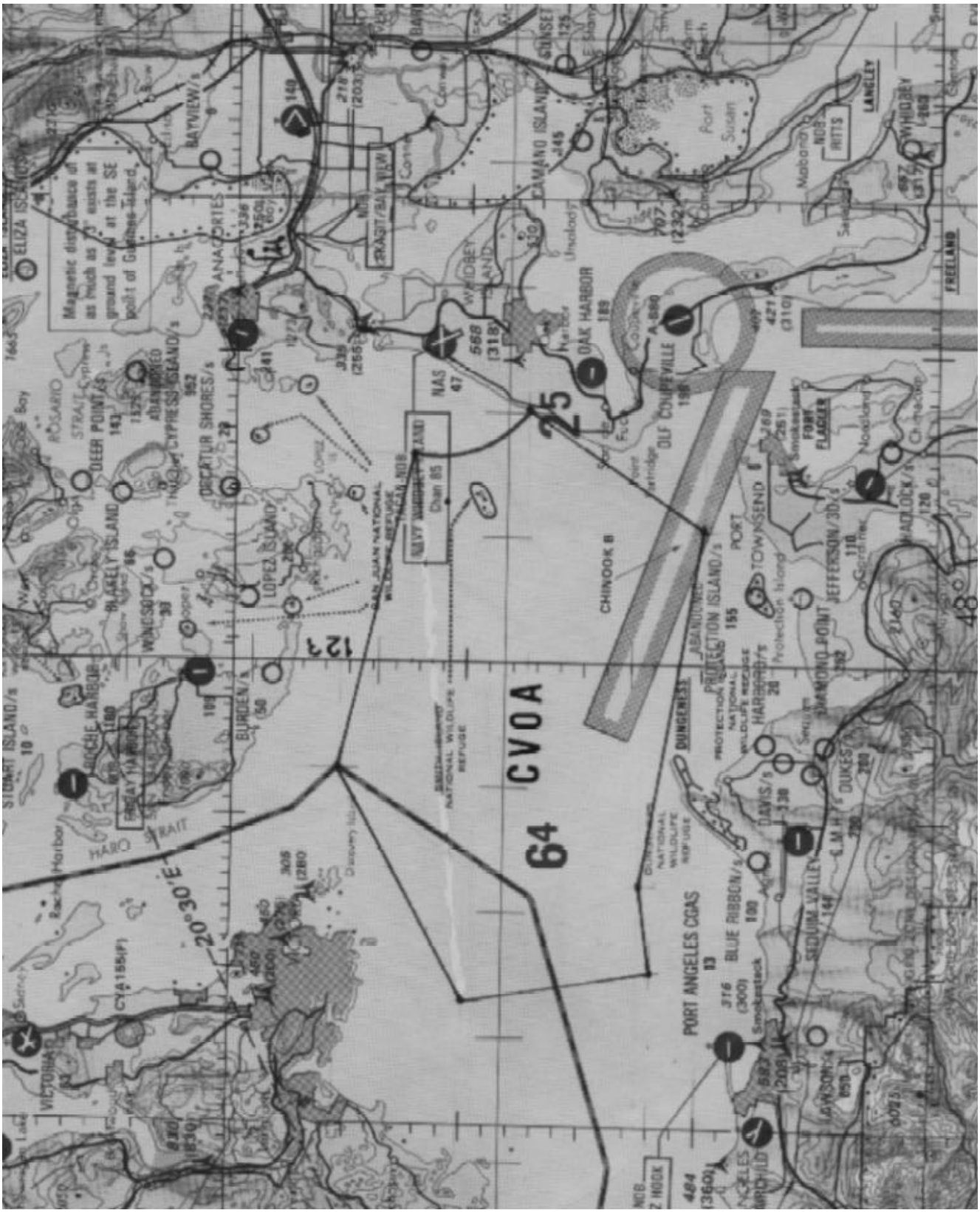

ILLUSTRATION 6